

Message Text

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64

ACTION FAA-00

INFO OCT-01 EUR-12 ISO-00 EB-07 DOTE-00 CAB-02 CIAE-00

COME-00 DODE-00 INR-07 NSAE-00 L-03 TRSE-00 /032 W

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FM AMEMBASSY MADRID

TO SECSTATE WASHDC 2573

INFO AMEMBASSY PARIS

FAA BRUSSELS

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PARIS FOR FAA

E.O. 11652: N/A

TAGS: ETRN, SP

SUBJ: FAA ATC PROPOSAL

REF: STATE 172655; MADRID 5035, 4823

1. BEGIN SUMMARY: FAA REP PIERRE AND EMBOFF HAD MOST USEFUL IN INFORMATIVE MEETING WITH AIRMIN TECHNICAL SECRETARY BALDRICH AND ATC CONSULTANT RAPOSO, WHICH ELICITED SPANISH INTENSE CONCERN TO HAVE LATEST ATC TECHNOLOGY. FINAL DECISION ACCEPTANCE FAA ATC PROPOSAL NOT EXPECTED UNTIL END 1975. ALTHOUGH UNOFFICIAL WORD MAY BE AVAILABLE LATE OCTOBER. END SUMMARY

2. EMBOFF AND FAA REP PIERRE DISCUSSED FAA PROPOSAL WITH GEN RAMON BALDRICH, TECHNICAL SECRETARY IN AIR MINISTRY'S UNDERSECRETARIAT FOR CIVIL AVAITION, AND JESUS RAPOSO, ATC ADVISOR. SPANISH OFFICIALS RAISED FOLLOWING SPECIFIC QUESTIONS:

A) HOW FAR ADVANCED IS STUDY WHICH THEY UNDERSTAND FAA HAS UNDERWAY ON USE OF IBM 370/168 COMPUTER IN ATC SYSTEMS? THEY EXPRESSED CONCERN THAT CAPACITY OF IBM 9020 CONTEMPLATED FOR FAA ATC PROJECT MIGHT BE EXHAUSTED BY

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SPANISH ATC NEEDS FOR YEARS 1980-2000. (PIERRE POINTED OUT

THAT 9020 WAS SUGGESTED IN RESPONSE TO GOS DESIRE FOR ECONOMICAL AND READILY AVAILABLE COMPUTER WIDELY TESTED IN ATC USES.)

B) WOULD IT BE FEASIBLE TO HAVE A NUMBER OF SMALLER COMPUTERS OF HIGHER SPEED AND CAPACITY INSTEAD OF ONE CENTRAL COMPUTER FOR ATC SYSTEM?

C) WHAT STAGE HAS BEEN REACHED IN PLANNING FOR ATC SYSTEMS IN ALASKA AND PUERTO RICO WHICH THEY UNDERSTAND INCLUDE MORE ADVANCED HARDWARE AND SOFTWARE? IS THERE ANY POSSIBLE APPLICATION OF THESE SYSTEMS TO SPANISH ATC NEEDS? DO THESE SYSTEMS REPRESENT IMPROVEMENT OVER NAS-A (STAGE A OF FAA'S "NATIONAL AIR SPACE" SYSTEM)? SPANISH OFFICIALS ALSO ASKED FOR ESTIMATES RE COST IMPACT OF APPLICATION THIS TECHNOLOGY TO THEIR ATC PROJECT.

D) CONCERNING FAA WILLINGNESS KEEP AIRMIN INFORMED ON LATEST ATC TECHNOLOGY AS IT DEVELOPED, THESE SPANISH OFFICIALS ASKED FAA TO INFORM AIRMIN RE WHAT EFFECTS CHANGES WILL HAVE ON THEIR SYSTEM. FOR HOW LONG WILL THIS INFORMATION BE MADE AVAILABLE?

E) DOES THE FAA GUARANTEE THAT NAS-STAGE A REPRESENTS LATEST TECHNOLOGY?

F) HOW FAR ADVANCED IS WORK BY JSS COMMITTEE? (THEY INFORMED THE AMERICANS THAT JSS IS "JOINT SURVEILLANCE SYSTEM," AN FAA/USAF COLLABORATION ON JOINT USE OF ATC SYSTEM.) DO ANY OF ITS FINDINGS APPLY TO SPAIN'S ATC?

3. WHEN ASKED RE DECISION ON ATC PROPOSAL, BALDRICH SAID OFFICIAL AND FINAL ACCEPTANCE CANNOT COME BEFORE END OF YEAR, SINCE IT IS DEPENDENT ON APPROVAL AIR TRANSPORTATION SECTION OF SPAIN'S FOURTH DEVELOPMENT PLAN (1976-79). HOWEVER, SOME WORD SHOULD BE AVAILABLE BY LATE OCTOBER OR EARLY NOVEMBER. BALDRICH WENT ON TO EXPLAIN THAT THE TREASURY MINISTRY (HACIENDA) FIRST SETS THE OVERALL INVESTMENT BUDGET FOR THE PLAN, AFTER WHICH DEVELOPMENT PLANNING MINISTRY DIVIDES IT UP AMONG SECTORS OF SPANISH ECONOMY. IN ANSWER TO EMBOFF QUESTION, HE STATED THAT DEVELOPMENT PLANNING, NOT AIR MINISTRY, WILL DECIDE AMOUNT TO BE DEVOTED TO ATC PROJECT. AFTER THIS DECIDED, PRO-FORMA APPROVAL IN COUNCIL OF MINISTERS AND CORTES (PARLIAMENT) CAN BE EXPECTED LIMITED OFFICIAL USE

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ROUTINELY BUT SLOWLY.

4. PIERRE AND EMBOFF LEFT MEETING WITH IMPRESSION BALDRICH AND RAPOSO KEENLY INTERESTED IN AND FAVORABLE TO ATC PROPOSAL, RATHER IN CONTRAST TO ATTITUDE OF CESTEROS (MADRID 4823, PARA 1). BALDRICH STATED IN CONCLUSION THAT THE ONLY THING WHICH COULD MODIFY GOS DECISION EVEN LIGHTLY WAS A MARKET DECLINE IN AIR TRAFFIC FORECASTS. (COMMENT: 1975

IS SUBSTANTIALLY UP FROM 1974 IN THIS REGARD.)

5. PERSONNEL COSTS NOT BROUGHT UP SINCE DATA AIR MAILED
TO EMBASSY (STATE 172655, PARA 1) NOT YET RECEIVED MADRID
AND NEITHER BALDRICH NOR RAPOSO MENTIONED SUBJECT.

6. EMBASSY WOULD APPRECIATE FAA ANSWERS TO QUESTIONS POSED
BY AIRMIN REPS FOR TRANSMITTAL TO THAT MINISTRY.
STABLER

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